

RAILROAD TRAFFIC IS DEMORALIZED

Heavy Rainfall Causes Washouts on Lines in California and Nevada.

SCHEDULES SHATTERED

SANTA FE, SOUTHERN PACIFIC AND SALT LAKE TIED UP.

Los Angeles, Cal., March 26.—Heavy and almost continuous rainfall throughout southern California during the past week has temporarily demoralized railroad traffic and caused much damage from washouts. Last night's rainfall was the heaviest of the storm and today all the railroads in this end of the state are moving trains slowly and without regard to their regular schedule. On the main line of the Southern Pacific east, washouts are reported near Savannah and El Monte, just outside Los Angeles; on the coast line at several places between this city and Santa Barbara, and on the lines north through the San Joaquin valley.

Bridge Washed Out.
The Santa Fe suffered worse between Los Angeles and San Diego than several small bridges have been carried away and the roadbed washed out or blocked by landslides in several places. The worst blockage is near Oceanside. Santa Fe headquarters at Oceanside, where the roadbed was washed out and the line temporarily tied up.

The troubles of the Salt Lake road are principally in Nevada near Caliente at the scene of the last week's washouts on that line.

THREE MEN ON ENGINE.

Union Pacific Adopts New Plan to Avoid Wrecks.

Another move in the direction of safety has gone into effect on the Union Pacific. When a special engine has been sent out on a hurry call down the road, heretofore, but two men have been sent in charge, the engineer and the fireman. An extra man now is included in the crew. The danger of having but two men on engines is great. When a special engine becomes derailed or damaged for any reason, the conductor and brakeman are left to flag the train, and in either or both directions the engine was left alone. This was extremely awkward as peculiar conditions along the lines, through the presence of big curves, mountains, etc., made it necessary sometimes for the engineer and fireman to leave their engine and walk in each direction for great distances to flag approaching trains. With a third man in the crew two men can do the flagging and one man stay with the engine. If an engineer of his fireman becomes sick suddenly while taking an engine on a hurry trip one man is left to feed the train and manage the brakes. With the addition of a third man this difficulty is eliminated.

CHARLES E. PERKINS HERE.

Burlington Official Visits Salt Lake for Few Hours.

Charles E. Perkins of the Burlington and John Carroll, general solicitor of the Northern Pacific and the Burlington in Missouri, were in Salt Lake yesterday. The officials arrived from Idaho in their special car "Blackhawk" of the Chicago, Burlington & Quincy Saturday evening. After visiting in this city they resumed their trip to the coast. The officials went driving around the city. They denied that their visit in this city had any significance. While here they were entertained by Gus S. Holmes and Frank Knox. Although authority is attached to the statement, it is thought two Burlington officials left this city last evening knowing more about the Burlington's proposed terminal sites in this city than they did before visiting Salt Lake.

BURLINGTON IS BUSY.

Getting Ready for Work on Western Extension.

Despite the assertions of officials of the Burlington Route who have been in Salt Lake within the past week, that they had nothing to make public regarding the many extensions said to be under contemplation by that road for the west, it is known the Burlington is preparing to build a network of lines in Wyoming and extend to Salt Lake. The road which will be built to Salt Lake will be extended from Cheyenne. Contracts have been let to Guthrie & Co. of St. Paul, Minn., for building an extension from Franconia, in the northern part of the Big Horn country to Wellington and thence south to Worland. This extension will pass through Lovell and Basin to Wellington before turning south. The distance to be covered is 91.05 miles. Among other items covered by this contract three steel bridges are called for and the excavation of 22,000 yards to the mile. About 16 per cent of this will be rock. The first seven miles of track laid will be built under the name of the Big Horn railroad.

This company has filed amendments to its articles of incorporation in Wyoming. The Burlington will not use its Alliance-Guernsey branch as a main line through Wyoming. It is averred, but will extend its Holdrege-Cheyenne line west through southern Wyoming on to Salt Lake. This line will cover the entire tract of Wyoming territory through two feeders. One of these will be a branch to be built near Laramie south to connect with the Denver-Lyon line and the other a branch to be built

WASHOUT CAUSED TERRIBLE WRECK

Nine Persons Killed and Thirteen Injured on Northwestern Branch Line in Wyoming.

VICTIMS WERE EMPLOYES

TRAIN DROPPED INTO ROARING TORRENT.

Casper, Wyo., March 26.—Last night at 10:30 o'clock the accommodation train on the Chicago & Northwestern's new branch west of here ran into a washout on the prairie twenty-six miles west of here, killing nine people and injuring thirteen others. About the same time the middle span of the big railroad bridge across the Platte river, near this city, went out, and it is impossible to send trains to and from the city.

Wires Are Torn Down.

Local officials of the Salt Lake Route were unable to furnish any new information about the washouts near Acoma and Caliente yesterday. The washout near Acoma has been cut off from those points in Nevada and Salt Lake. The location of these washouts is the same as those occurring recently. All trains returned to Los Angeles and Salt Lake. Passengers were transferred to the Southern Pacific from this city and will continue the trip to the coast over that road. The Oregon Short Line placed machinery and wrecking trains at the command of the Salt Lake Route. Reports received in this city brought the information that every laborer in the employ of the Salt Lake Route had been called to the scene to expedite the work of repairing the line. The former washouts were not half as serious as the present ones. Nearly 100 miles of track has been washed away. Rain is still falling and more damage may result.

Many of the temporary tracks laid after the recent storms have been washed away and the roadbed is in such a certain time can be set for the resumption of travel, but it will probably be a week. Pile drivers will be sent to the scene at once and additional men shipped as fast as they are procured.

Railroad Notes.

A. B. Mosely, traveling passenger agent of the Oregon Short Line at Ogden, was in Salt Lake yesterday.

A Golden Gate special carrying a number of Pennsylvania home-seekers left Sunday morning for the west.

A Raymond-Whitcomb excursion carrying 180 persons will arrive in Salt Lake Wednesday from the west. The tourists are returning to their homes in the east after spending the winter traveling.

A. J. Eustis, passenger traffic manager of the Burlington Route, left for the west over the Southern Pacific yesterday morning. Mr. Eustis and party left for Los Angeles on the Salt Lake Route, but were forced to return to this city by the washouts on that road. Tracks are being laid from the Rio Grande Western's main track to the site of the new car shops now in course of construction on Fourth South street. This is one of the preliminary steps towards preparing the Rio Grande yards for the change to be made for the Western Pacific.

J. C. Delmore of Reno, Nevada, has been appointed dispatcher by the Denver & Rio Grande in Salt Lake. Mr. Delmore has been succeeded in Reno by W. J. Stinson. Mr. Delmore was chief dispatcher of the Oregon Short Line at Reno, but resigned to accept a position with the Rio Grande company in this city.

Alex. Singer, a mechanic employed by the Oregon Short Line in Idaho, leaves this week for Peru, where he will take charge of the car shops of the Sierra Pasco Railway company. Mr. Singer has been with the Oregon Short Line company fourteen years. He has had charge of the car shops at Lima recently.

Residents of Mountain Home, Idaho, have petitioned the Short Line company to enlarge its park in that city. A commercial body will be organized in that city. This club will ask the company to extend its park several blocks in each direction. The Short Line intends to plant trees and beautify the depot grounds in that city.

General Superintendent A. E. Welby, General Manager A. C. Ridgway and Chief Engineer E. J. Yard of the Denver & Rio Grande, left Salt Lake for Denver yesterday morning after spending several days inspecting conditions in this city. This was Mr. Welby's first official trip to Salt Lake as general superintendent of the entire Rio Grande system.

A farewell banquet will be tendered to David S. Taggart by the local railroad men in the Commercial club Wednesday evening. Mr. Taggart was formerly contracting agent of the Oregon Short Line in this city, but will leave for Reno, Nevada, within a short time to assume his duties as district agent of the Harriman lines in that month. Mr. Taggart returned from a short visit to Denver yesterday.

General Agent Claude S. Williams of the Chicago, Milwaukee & St. Paul, returned yesterday from his trip to San Francisco and the coast. Mr. Williams says wool clothing has been commenced in Nevada in earnest at Winnemucca, Golconda and Reno, herds are waiting to be clipped. Contracts have been let for practically all the crop and will be moved as quickly as the cars can be obtained. The shipping will be directed to eastern markets.

Vice President and General Manager H. B. Chamberlain of the Erie will arrive in Salt Lake this morning in his special car. Mr. Chamberlain is making an extended trip of the west accompanied by his family. While in this city he will be the guest of F. T. Vincent, local agent of the Erie. A drive around town and a special organ recital are being planned for the entertainment of the visitors. Mr. Chamberlain expects to remain in Salt Lake several days.

METEOROLOGICAL REPORT.

Yesterday's Record at the Local Office of the Weather Bureau.

Maximum temperature, 56 degrees; minimum temperature, 44 degrees; mean temperature, 50 degrees, which is 3 degrees above the normal. Accumulated deficiency of temperature since the first of the month, 8 degrees. Accumulated deficiency of temperature since Jan. 1, 25 degrees. Total precipitation from 6 p. m. to 6 p. m., 14 inch. Accumulated excess of precipitation since the first of the month, 25 inch. Accumulated excess of precipitation since Jan. 1, 76 inch. Relative humidity at 6 p. m., 60 per cent.

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A great force of men was at once put to work on the bridge and the officials announce it will be completed before noon.

Superintendent Cortillon and Drs. Greene, Gilliam and Keen, crossing the river by the wagon bridge, secured a hand-car at the section house and started for the scene of the wreck. A severe snowstorm came up and after going six miles the hand-car was blocked. The physicians then drove to the wreck.

Most of the Victims Foreigners.

Most of the killed were in a caboose which was at the rear of the train, with a ponderous steel water tank back of the caboose. The caboose sank down deep into the mud and the water-car plunged into the caboose and crushed it like an egg-shell, catching the people in a trap.

The wreck occurred on the new line being constructed from Casper to the Shoshone reservation, which is to be thrown open to settlement next August.

Most of the persons killed and injured were workmen on the way to grading camps.

Among the dead are Charles Moll, section foreman of Casper; E. D. Moll, section foreman of Codomo; and Foreman Blue's son. Most of the others killed and injured are Austrians and Italians.

Story of the Wreck.

The first authentic and detailed story of the wreck was brought into Casper at noon by an Italian interpreter, Antoni Levalli, who was in the accident.

Levalli says the train, a work outfit, composed of one coach, two flat cars and a water car, was returning to Casper from the front. All streams were swollen and in places water was standing on the track. Near Natrona the train struck a small bridge over a swollen stream. The engine passed over in safety, but the coach, loaded with the section men, dropped into the roaring torrent and the flat and water cars piled on top.

The coach was demolished. There were twenty-six persons in the car at the time of the accident and all who were not killed or drowned were injured.

Foreman Charles Moll was killed outright for a time the laborers, being without a leader, were frantic and did not know what to do. The engineer and fireman and the train crew quickly assumed charge and the work of rescue began.

The wreck occurred at 5 o'clock Sunday afternoon and darkness soon spread a pall over the scene. The train crew and the less seriously injured among the laborers worked all night, and as fast as the injured were taken out they were carried to Natrona, where they received such treatment as could be obtained at the section house and two or three ranch houses.

Wreck Caught Fire.

The wreckage caught fire from the car stove shortly after the accident occurred, and for a time it looked as if the dead and injured would be incinerated before they could be removed. Buckets were brought into play, however, and after a fight of twenty minutes the flames were extinguished before any material damage was done. One or two of the laborers who were pinned under the wreckage near the stove were slightly burned.

The relief party reached the scene at noon today. Several of the injured are reported to have died in the meantime. A pile-driver was summoned from Rapid City this morning and at noon had strengthened the bridge between Casper and Natrona and a relief train was sent out. This train, with the wounded on board, reached Casper this afternoon.

Siegel's New Store.

225-230 Main.

QUARTERLY INTEREST.

Deposit your savings April 1 and draw interest on July 1. The Home Trust & Savings Bank, 6 S. 10 W. First South St. Cash paid up capital \$250,000.

APRIL CONFERENCE—SANPETE, ATTENTION.

Wait for announcement of Sanpete Valley trains. The Pioneer line. J. H. Hornung, G. A. Mantl.

PLUM DROPS INTO THE LAP OF UTAH CITIZEN

Washington, March 26.—The president sent to the senate today the following nomination: Postmaster—California, D. Robinson, Sebastopol; Idaho, M. J. Gray, St. Anthony; Utah, J. P. Madison, Mantl.

IF YOU'RE TIRED

weak and run down, or the blood is impure, there's nothing will do you so much good this spring as a few doses of Hostetter's Stomach Bitters. Thousands use it exclusively with gratifying results. Resolve today to get a bottle of

HOSTETTER'S STOMACH BITTERS

and you make the first step toward good health. It cures Grippe, Spring Injuries, Bile, Sleeplessness, Indigestion, Dyspepsia, Constipation, Female Ills and Malaria, Fever and Ague.


SORES AND ULCERS

TROUBLESOME-OFFENSIVE-DANGEROUS

Nothing is more discouraging than to have an unhealthy sore or ulcer resist one treatment after another, sometimes scabbing over and apparently getting well, then returning with renewed energy and becoming worse than before. Sores and ulcers are not due to outside causes; if they were, salves, plasters, lotions, etc., would cure them. They are kept up by a diseased and polluted condition of the blood brought on by the absorption of refuse and waste matters of the body into this vital fluid. These accumulations find their way into the blood, usually because of an inactive and sluggish condition of the system. Nature intends that they shall be carried off through the usual channels of waste, but the different members failing to perform their duties properly leave the matter to sour and ferment. The blood then, in its effort to keep the system healthy, absorbs these poisons and at the first bruise, cut or wound the sore is formed, and the constant drainage of foul matter through it keeps the place open and irritated so it cannot heal. Another cause for old sores and ulcers is the polluting or weakening of the blood from the remains of some constitutional trouble or the effects of a long spell of sickness. S. S. S. begins at the fountain-head and drives out all poisonous matter and germs, and makes a lasting cure. As soon as the system gets under the influence of S. S. S. the inflammation gradually leaves, the flesh takes on a healthy color, and soon the place is permanently healed.


S.S.S. PURELY VEGETABLE.

Book on sores and ulcers and any medical advice without charge. THE SWIFT SPECIFIC CO., ATLANTA, GA.



THE DOCTORS WHO CURE
CATARRH and all curable chronic diseases of the Eyes, Ears, Nose, Throat, Lungs, Stomach, Kidneys, Liver, Bladder and Bowels; Heart Disease, Fits, Chorea, Rheumatism, Piles, Rupture, Lost Manhood, Varicocele, Gonorrhea, Syphilis, Prostatic Troubles, and all Chronic Nervous and Private Diseases of Men, Women and Children. Liquor Habit Cured in 2 Days or No Pay.

Dr. A. J. Shores



Home Treatment Cures. Write for free symptom list. If you cannot call. Consultation Free.

Dr. G. W. Shores

WEAK MEN

If you suffer from any of the weaknesses or diseases caused by ignorance, excess or contagion YOU ARE THE VERY PERSON WE WANT TO TALK TO.

We have proven our skill in curing CHRONIC diseases by publishing many voluntary testimonials from home people, giving names, pictures and addresses. WE CAN'T PUBLISH OUR CURES IN PRIVATE DISEASES. Because it would betray confidence. We have to prove our skill in this class of troubles in another way. This is our plan:

DRS. SHORES & SHORES, EXPERT SPECIALISTS.
26 SOUTH MAIN STREET, SALT LAKE CITY, UTAH.

IF IT HAPPENS IT'S IN THE HERALD.

Grand Slaughter Sale of Granite Ware

At the Connell Hardware & Stove Co.'s

77 WEST FIRST SOUTH STREET, BEGINNING MONDAY, MARCH 26, RUNNING ALL WEEK. Telephone 3583.

Tea Kettles		Wash Basins		Dippers	
70—Granite Tea Kettle	60c	28—11 1-2 inch	15c	1-2 quart—100	15c
80—Granite Tea Kettle	75c	30—12 1-4 inch	20c	1 quart—110	18c
		32—13 inch	25c	2 quart—112	20c
		34—14 inch	30c		
Coffee and Tea Pots		Water Buckets		Pudding Pans	
1 quart	25c	10 quart	50c	1 quart	10c
1 1-2 quart	30c	12 quart	60c	1 1-2 quart	13c
2 quart	35c	14 quart	70c	2 quart	15c
3 quart	40c			3 quart	18c
Sauce Pans and Kettles		Rice Boilers		Milk Pans	
2 quart	15c	52—1 quart	50c	1 quart	10c
2 1-2 quart	18c	53—2 quart	60c	2 quart	13c
3 quart	20c	54—3 quart	70c	3 quart	15c
4 quart	25c			4 quart	18c
5 quart	30c	Berlin Kettles		5 quart	20c
6 quart	35c	3 quart—03	25c	6 quart	22c
8 quart	40c	4 quart—04	35c	8 quart	25c
Dish Pans		6 quart—06	45c	10 quart	30c
10 quart	45c	8 quart—08	55c		
14 quart	50c	10 quart—10	65c	Pie Plates	
17 quart	60c			9 inch	10c
21 quart	70c			10 inch	12c
				Jelly Plates	
				9 inch	10c
				10 inch	15c

Connell Hardware & Stove Co.

Bell Phone 3583. 77 W. FIRST SOUTH STREET

March Records

Victor and Edison

NOW IN STOCK

Mail Orders a Specialty.

Daynes-Romney Music Co.

25-27 East 1st So.

Remember that the

GILES-AMERICAN

collects bad debts in all parts of the world and elsewhere. Suite 510 D. F. Walker building.

Assessment No. 5.

CRUSADER CONSOLIDATED MINING company of Tintic. Location of principal place of business, Salt Lake City, State of Utah. Location of mine and works, Tintic mining district, Juab county, State of Utah. Notice is hereby given that at a meeting of the board of directors of said company, held on March 1, 1906, assessment No. 5, of one cent per share was levied on the capital stock of the corporation, payable immediately to the secretary, at the office of the company, 25 Commercial Club building, Salt Lake City, State of Utah. Any stock upon which the assessment shall remain unpaid on Saturday, April 21, 1906, will be delinquent and advertised for sale at public auction, and, unless payment is made before, will be sold on Saturday, May 19, 1906, at 10 o'clock a. m., to pay the delinquent assessment, together with the costs of advertising and expenses of sale. By order of the board of directors, ERNEST WILLIAMS, Secretary, Salt Lake City, Utah, March 17, 1906.

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